Maryland Historical Trust

Maryland Inventory of Historic Properties number: B-4543

Name: CHARLES ST. OVER AMTRAK & JFX

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST

Eligibility Recommended _____ Eligibility Not Recommended __X___

Criteria: ___A ___B __X__C ___D Considerations: ___A ___B ___C ___D ___E ___F ___G __None

Comments: _____

_____

_____

Reviewer, OPS: _Anne E. Bruder_____ Date: __3 April 2001____

Reviewer, NR Program: __Peter E. Kurtze_____ Date: __3 April 2001____

Maryland Inventory of Historic Properties MHT Number B-4543
Historic Bridge Inventory
Maryland State Highway Administration
Maryland Historical Trust

Name and SHA No. BC 1206

Location:
Street/Road Name and Number: Charles Street over AMTRAK and Jones Falls Expressway

City/Town: Baltimore Vicinity __

County: _____

Ownership: __State__County_X Municipal__Other

This bridge projects over: _X_Road_X_Railway__Water__Land

Is the bridge located within a designated district:__yes_X no

__NR listed district__NR determined eligible district
__locally designated__other
Name of District_____

Bridge Type:

__Timber Bridge
__Beam Bridge__Truss-Covered__Trestle
__Timber-and-Concrete

__Stone Arch

__Metal Truss

__Movable Bridge
__Swing __Bascule Single Leaf__Bascule Multiple Leaf
__Vertical Lift__Retractile__Pontoon

_X_Metal Girder
_X_Rolled Girder __Rolled Girder Concrete Encased
__Plate Girder __Plate Girder Concrete Encased

__Metal Suspension

__Metal Arch

__Metal Arch

__Metal Cantilever

__Concrete
__Concrete Arch __Concrete Slab__Concrete Beam
__Rigid Frame
__Other Type Name_____

Description:

Describe Setting:

Bridge Number BC 1206 carries Charles Street in a generally north-south direction over the Jones Falls Expressway and the Amtrak tracks in the City of Baltimore, Maryland. The approach to the roadway is level. There are four lanes on this structure and six lanes underneath it. The area around this bridge is heavily developed and urban. The Penn Station building and various buildings of the University of Baltimore are near this structure. The structures in the vicinity of this bridge are generally from the late nineteenth and twentieth centuries.

Describe Superstructure and Substructure:

Bridge Number BC 1206 is a steel deck-girder structure, measuring 284 feet in total length. The roadway width, from curb to curb is 542 feet and the deck width is 742 feet. There are sidewalks on both sides of the bridge. The superstructure is composed of steel stringers and rolled steel girders. There are twelve stringers spaced from six feet to six feet six inches from each other. There are three girder spans in the main unit and two approach spans. The length of the maximum girder span is 74 feet. The floor system is composed of concrete cast-in-place with a deck also of concrete. The wearing surface is bituminous and the joint type is steel sliding plate. There are two rectangular, concrete parapets. There is steel parapet fencing on the north parapet. There are no identifying plaques.

The substructure is composed of concrete cantilever abutments with footing abutments, also of concrete. There are concrete piers with concrete columns.

The condition of this bridge is currently rated poor with advanced section loss, deterioration, spalling and scour.

Discuss Major Alterations:

There have been two major alterations to this structure. These occurred in 1959 and 1995. In 1959 steel girders and stringers were replaced and there were extensive repair of the piers and substructure elements. The 1995 repairs repaired the heavy spall to the North Abutment and a complete replacement of the deck and roadway.

History:
When Built:1920 and 1959
Why Built: Increased traffic density necessitated a structure with an increased load capacity.
Who Built: State Roads Commission
Why Altered: Safety and structure
Was this bridge built as part of an organized bridge building campaign:

Surveyor Analysis:
This bridge may have NR significance for association with:
__A Events __Person
__C Engineering/Architectural

Was this bridge constructed in response to significant events in Maryland or local history:

World War One increased the rate of vehicular traffic throughout Maryland. This military traffic caused great damage to existing bridges, most of which were structurally designed for the new automobile and truck traffic. The Federal-Aid Road Act of July 16, 1916 provided matching funds to help alleviate the problem.

When the bridge was built and/or given a major alteration, did it have a significant impact on the growth and development of the area?

Yes. The Jones Falls area with its mills, industry and transportation networks, have always played a vital role in Baltimore development. The ability to cross this area efficiently has always been a significant engineering challenge. Bridge BC1206 had a significant impact on the area. The ability to access the markets and employment potential of Baltimore City would have been seriously limited to locals had this bridge not been built. The steady outward growth of Baltimore City necessitated the steady growth of a sufficient transportation network. The construction of bridge BC1206 would have been a significant part of this development.

Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from historic and visual character of the possible district?

Yes. The Jones Falls is a natural transportation corridor, second only to the Inner Harbor in importance to Baltimore history. Bridge BC1206 is located in an area that has had an important and significant impact on the history of Baltimore, Maryland. The neighborhoods of Mount Vernon and Charles Village are vital segments of Baltimore history. This structure served both these neighborhoods and the industry where the locals probably worked. Several areas already are eligible for historic designation and the expansion of any or all of these areas would entail the inclusion of this bridge.

The loss of this bridge would negatively impact the historic and visual significance of these areas.

Is the bridge a significant example of its type?

No. Bridge BC1206 is a common type of metal girder bridge. Metal girder bridges were built prolifically in Maryland from the late nineteenth century to the present day. There is nothing to set this bridge apart from others of its type. There are numerous other examples of this bridge available.

Does the bridge retain integrity of the important elements described in the Context Addendum?

No. The important elements of this bridge are not old or unique enough to qualify.

Should this bridge be given further study before significance analysis is made and Why?

Bridge BC1206 should be studied further to determine its eligibility for the National Register. A Significance analysis should be made following the National Register Criteria for Evaluation.

Under criteria A, Bridge BC1206 should be studied in the context of its historical significance. This bridge can be associated with the development of the neighborhoods of Downtown Baltimore. Further study should be made to determine its significance to the pattern of events and trends toward urbanization and industrialization that are characterized by the era of its construction. A determination of the significance of its location should include the nature and origin of the property it is constructed on. This should include previous structures and the history of that are as a crossing.

Under criteria C, the distinctive characteristics of this bridge should be studied to include the type, period, and method of construction.

Under criteria D, the potential for information of Bridge BC1206 should be studied further. This structure was built during a period of intense urbanization and industrialization in Maryland and the country as a whole.

Bibliography:

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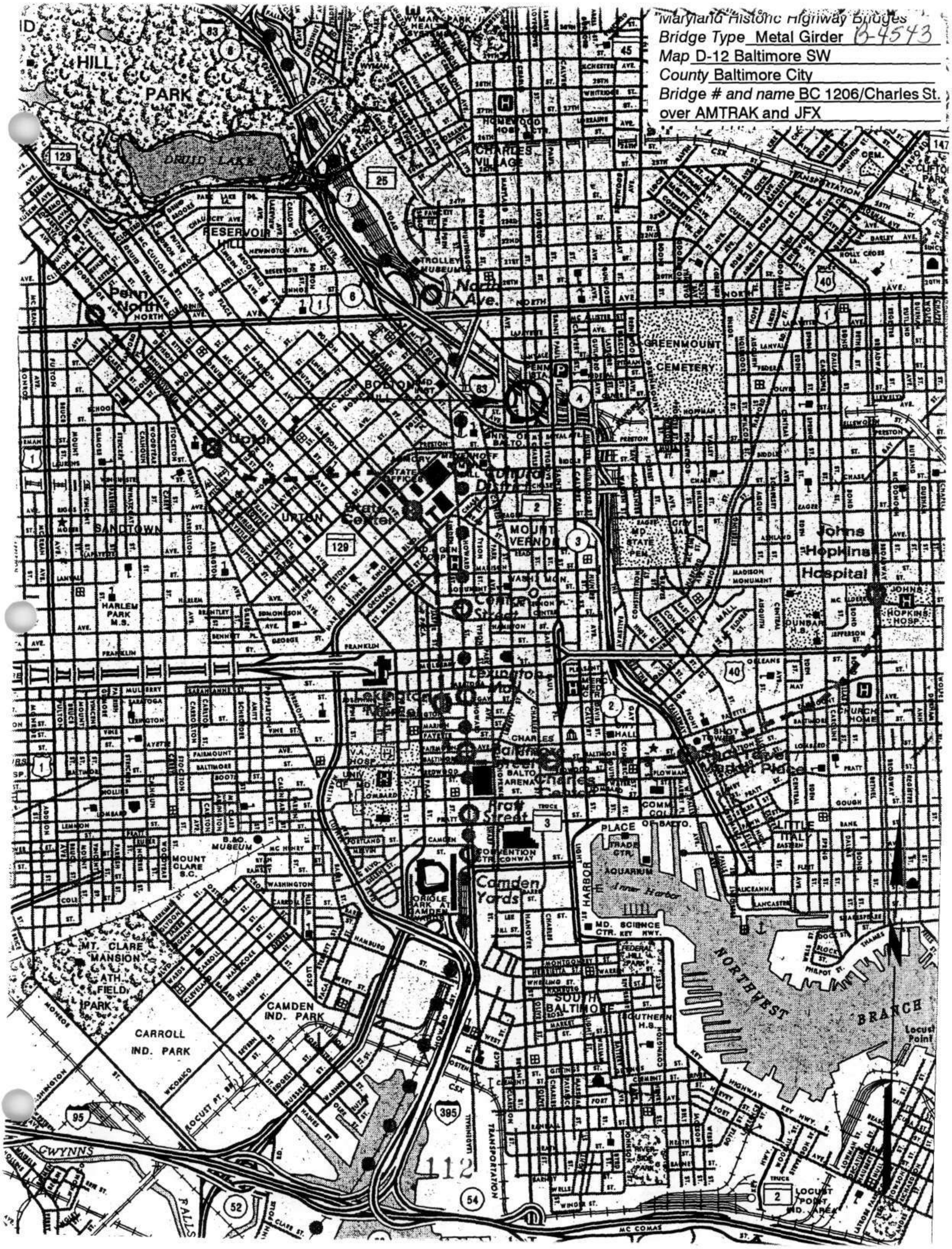
1990 National Register Bulletin Number 15. National Park Service. Washington D.C.

U.S. Department of Transportation
1991 Bridge Inspectors Manual. Federal Highway Administration. Washington D.C.

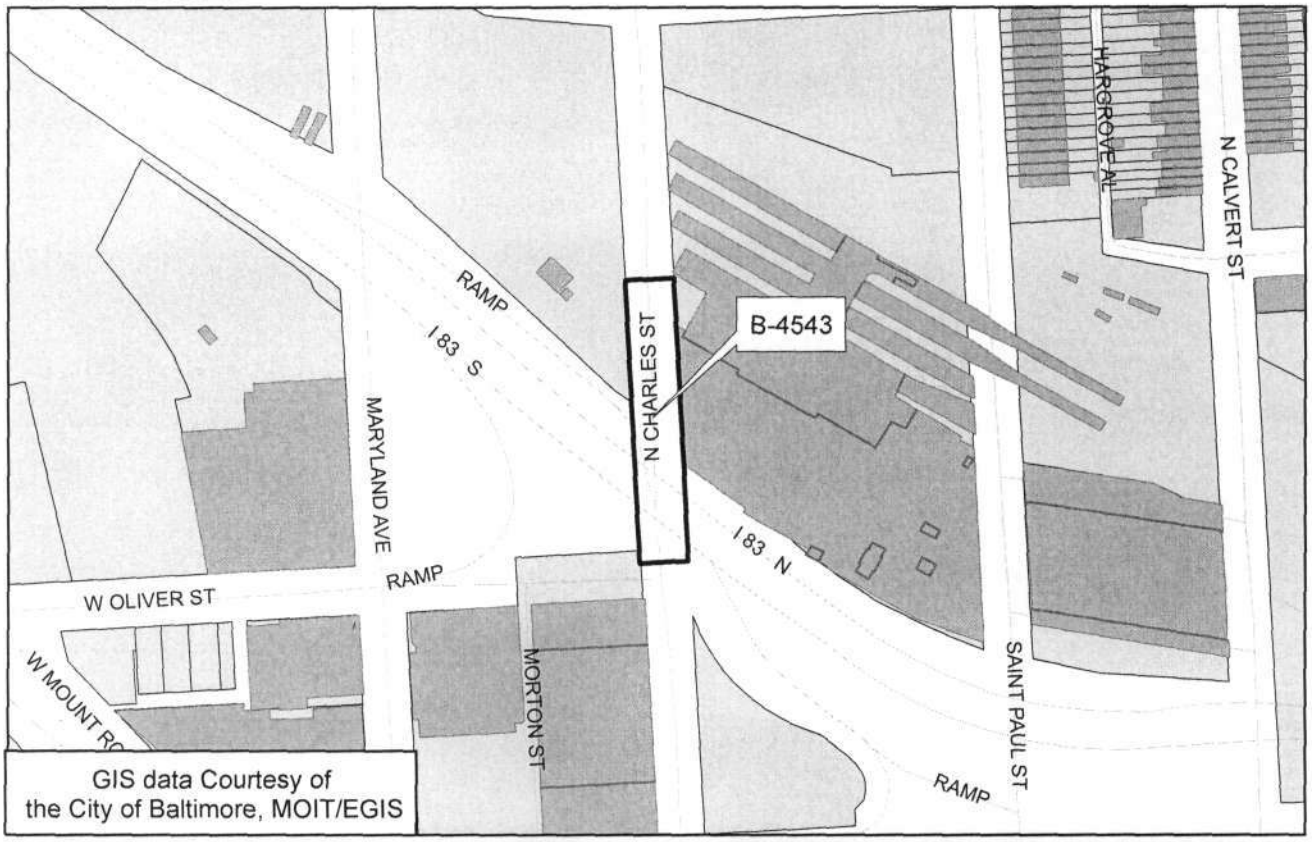
Surveyor:

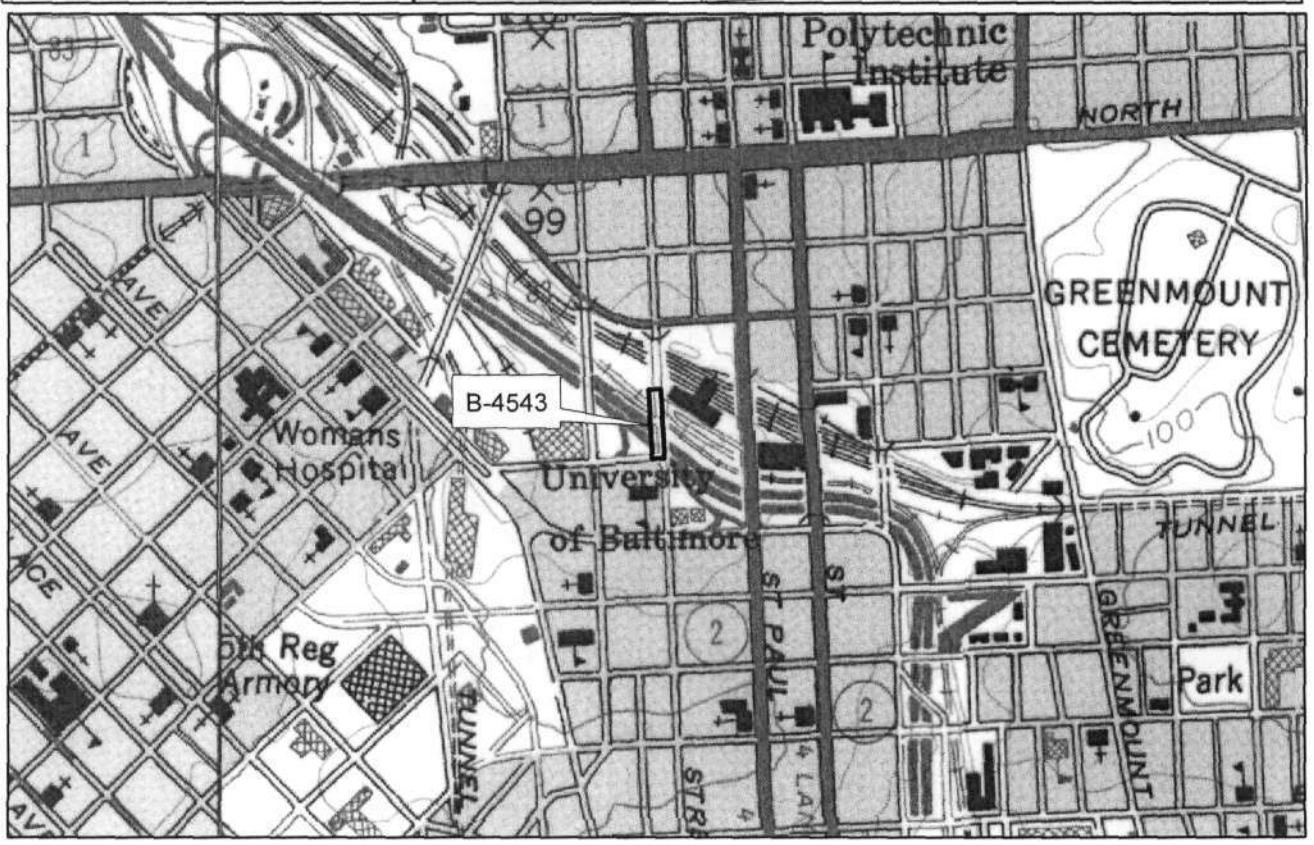
Name: Andrew M. Watts **Date:** March 1996
Organization: State Highway Administration **Telephone:** (410) 321-2213
Address: 2323 West Joppa Road, Brooklandville, MD 21022

Maryland Historic Highway Bridges
Bridge Type Metal Girder B-4543
Map D-12 Baltimore SW
County Baltimore City
Bridge # and name BC 1206/Charles St. over AMTRAK and JFX



B-4543
Bridge 1206
Charles Street over AMTRAK & Jones Falls Expressway
Baltimore City
Baltimore East Quad






NORTH
Jones Falls
Expressway
WASH
WORKS

Inventory # B-4543

Name 206-CHARLES ST OVER IS83, AMTRAK
County/State BALTIMORE CITY/MD
Name of Photographer TIM SCHOEN
Date 1/95

Location of Negative SHA

Description SOUTH APPROACH

Number ~~17 of 39~~ 1 of 4

Inventory # B-4543

Name 1206-CHARLES ST OVER 1583, AMTRAK
County/State BALTIMORE CITY/MD
Name of Photographer TIM SCHOEN
Date 1/95

Location of Negative SHA

Description NORTH APPROACH

Number ~~18 of 37~~ 2 of 4


EXIT
2
SOUTH
St. Paul St.

Inventory # B-4543

Name 1206 - CHARLES ST OVER I-83, AMTRAK
County/State BALTIMORE CITY / MD
Name of Photographer TIM SCHOEN
Date 1/95

Location of Negative SHA

Description WEST ELEVATION

Number ~~19 of 37~~ 3 of 4

Inventory # B-4543

Name 1206 - CHARLES ST OVER 1583 AMTRAK
County/State BALTIMORE CITY/MD
Name of Photographer JIM SCHOEN
Date 1/95

Location of Negative SHA

Description EAST ELEVATION

Number ~~30 of 37~~ 4 of 4